

ALDERMEN DEMAND THAT THE CENTRAL SEED REPRESENTATIVE TO TUNNEL HEARING TO-NIGHT.

Insist on Knowing the Railroad's Reasons for Opposing the Single-Block System Suggested by The World.

District-Attorney Jerome to-day submitted to the Grand Jury the results of his investigation into the tunnel wreck.

It is believed that on this evidence the Grand Jury will find indictments against at least three of the officials of the New York Central.

The New York Central Railroad has been notified to send a representative to the hearing which the Aldermanic Joint Committee on Railroads, Bridges and Tunnels will hold to-night.

"We want to know why The World's plan of a one-block tunnel is not possible and practicable. If it is not we want to know the reason why."

This is the tenor of the message to the New York Central road, which was not represented at the hearing on Saturday.

Alderman Elias Goodman, the Chairman of the Committee, said this morning:

"What we want is valuable information. We know that there is an immediate and actual danger present at all times in the tunnel, and we want to adopt measures of immediate relief."

"At present the only resolution before the committee is The World's plan of a single block tunnel. We appreciate very much Mr. Woodruff's remarks on the feasibility of this plan, because he gave us facts and figures in support of his argument. He went deeply into details, schedules and actual train business of the New York Central road. That is the information we are after. We want practical facts."

"After the hearing on Saturday the Committee agreed to ask Corporation Counsel Rivers for an opinion as to whether the city had the power, through the Borough Commissioner of Public Works, to order the system now used in the tunnel changed to a single block, as advocated by The World."

An Important Session.

"We have notified all the members of the Committee to surely be on hand to-night, as we believe the session to be an important one. We will welcome every one who can present with solid, substantial facts regarding relief from the present dangers that menace in the tunnel."

There is no other resolution before the committee save that favoring the single block. There was one approved by the local board of the Murray Hill District, consisting of Aldermen Ware and Parsons and Borough President Center, advocating the change of motive power from steam to electricity.

OVERWHELMING.



Here is a deluge of sound logic and no practical alternative in sight.

The Corporation Counsel has already decided that the city has no power to order the railroad to change its motive power, so that that resolution is practically dead.

Corporation Counsel Rivers has before him also a request from the Board of Health asking for an opinion as to what powers the Board has should it decide that the tunnel is a menace to public health.

Alderman Goodman said that he expected a very large attendance to-night and he hoped that every one would come fortified with facts.

Tunnel Speed Reduced.

Manager Franklin of the New York Central, admitted this morning that one step in the direction of reform in the tunnel had been taken.

"We have given orders that no train shall attain a speed of more than twenty miles an hour going through the tunnel. If there have been any other changes contemplated I do not know of them. The statement that the single block plan was to be adopted, however, arose from misinterpretation of the orders given to reduce speed."

The first real change that will be made so far as I know is the use of the single block in the side tunnels."

Mr. Franklin admitted that this change would take two years to make and would not be in effect until the immediate danger of two trains meeting every morning in each tunnel.

He went on to say that he had been asked what the railroad would do to make the tunnel safe.

"We will do what we can," he said, "but we cannot make the tunnel safe."

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Manager Franklin Announces that Engineers Have Been Ordered to Keep Down to Twenty Miles an Hour in the Tunnel.

These are questions which immediately concern the committee and he has sought to ask why his interests and those of his neighbors are thrust aside for the accommodation of long-distance passengers.

These express trains always take precedence over the suburban trains. Consequently suburban trains are many times delayed, often in the most crowded part of the tunnel, so that these express trains may pass.

If an express is held up in the tunnel, it is a question of how long it will take to get in motion as does the ordinary train. The real question, however, is that of loading up the cars during the hours with long trains of sleepers and parlor coaches when the space is badly needed for the incoming suburban trains.

MT. VERNON FOR ONE-BLOCK PLAN.

Mayor Low has received from the City Clerk of Mount Vernon a set of resolutions adopted by the Common Council of Mount Vernon Jan. 21, recently considering The World's tunnel plan. The resolutions, in part, read:

"Whereas, A large proportion of the citizens of Mount Vernon do business in New York, making it necessary for them to pass through the Park Avenue tunnel six times a year.

"Now, therefore, be it resolved by this Common Council:

"That we endorse and approve of the proposed plan providing for but one train at a time on any one track in said tunnel, thus making the tunnel a single block of signal system instead of four as now, and especially as this improvement can be put into operation at once and with the least expense."

WORLD'S PLAN PRACTICAL.

The Music Trade Says the Block-System Idea is Good.

Of the thousand and one plans proposed to relieve the New York Central tunnel, that of The World seems most simple, practical and easy to put into effect immediately. It is to apply the block system to all the tracks in the tunnel so that no train can move until the track ahead is clear. For trains to run into each other would be absolutely impossible under this system. There would be slight delays at first, but to lose a few minutes is better than the present state of affairs.

After the railroad men got accustomed to the block system, and plenty of new cars were put in, the delays would be minimized.

As a permanent relief I have suggested that the New York Central Four-track elevated road over the tunnel from the Forty-second street station to the Harlem River bridge be opened, and the increase in the value of the adjacent property would more than pay for the elevated structure.

All that brains and money can do to solve the tunnel problems will be done. Stephen Fiske in Music Trade, Jan. 25.

DEMAND THAT WOODRUFF PROBE BRIBERY CHARGES.

Some Kings County Republicans in Open Revolt and Clamor for Investigation of Recent Reports—Howe May Head Inquiry.

Lieut.-Gov. Woodruff, as leader of the Kings County Republicans, has been called upon by the independent workers in his party to make a searching investigation into the charges against office-holders of corruption and bribery.

The charges made by Bert Reiss, Walter B. Atterbury and Adrian A. Post against leaders of the Republican party in Brooklyn have attracted widespread attention. It is urged that a committee of seventy independent Republicans be appointed to demand a thorough investigation of these charges.

It is asked that the committee demand that Michael J. Dady, Robert A. Sharkey and Jacob A. Brenner, Chairman of the Executive Committee, be retired from the organization, and if the investigation warrants it an appeal will be made to the court asking for the removal of Republican office-holders who have been included in the charges.

Ex-Register James R. Howe, who has been suggested as chairman of this investigating committee, has expressed himself clearly in regard to his attitude in the matter. He said:

Would Revoke Inquiry.

"I look upon the band which controls the Kings County (Republican) organization as I would upon an infernal machine. I have talked over the formation of a committee of seventy with Republicans as men to man, and we think such an organization is desirable. There certainly should be sufficient honor among good men to stand together and rebuke these forces of iniquity. There should be enough men in the Republican party of this county to force it to shed the skin of corruption which hampers it in fighting for great principles."

Mr. Howe has just ended a term as Register. He donated all his fees except \$15,000 a year to charity.

Some of the men who have been communicated with regarding the formation of a Committee of Seventy, and who have signified their willingness to help reorganize the Republican party in Kings County, are: Ex-Mayor Charles A. Schlerer, ex-Postmaster Francis H. Wilson, ex-Register James R. Howe, Andrew D. Baird, William J. Ogden, Darwin R. James, Hubbard Master, President of the Union League Club, James S. Richards, Henry Batterman, Dwight Church, Edward F. Linton, ex-Alderman Ruggles, Edward E. Hobbs, ex-Sheriff William J. Battine, Walter B. Atterbury, Col. E. E. Britton, R. Ross Appleton, Louis Beers, Norman S. Dike and others.

Representative Harry A. Hanbury is the latest leader in Brooklyn to be accused of improper practices. He emphatically denies them, and offers to give \$200 to charity in Brooklyn if they are proved.

\$2,000 if Charge is Proved.

"It has been pointed out to me by the press in a mysterious way," said Mr. Hanbury, "that a certain Congressman and a certain Magistrate in Brooklyn were in an improper deal. I realize fully that it is a most important charge and that I should not remain still under the investigation."

"I hereby offer through the New York World to give \$2,000 to any charity if any person will prove those charges."

"I will throw open my bank account, and if any deposit made in the last year equals \$5,000 from any source whatsoever I will give \$2,000 to charity as a penance. Yes, if any two deposits reach \$5,000 I will give the money."

KINGS COUNTY MEN ACCUSED.

Sheriff Charles O. Guden, County Clerk Hartzelim, Register John K. Neal, Naway, Officer Robert A. Sharkey, Unnamed representative charged with getting \$5,000 for nomination of Magistrate.

Members of the Union League Club, James S. Richards, Henry Batterman, Dwight Church, Edward F. Linton, ex-Alderman Ruggles, Edward E. Hobbs, ex-Sheriff William J. Battine, Walter B. Atterbury, Col. E. E. Britton, R. Ross Appleton, Louis Beers, Norman S. Dike and others.

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MAY BE ASKED TO RETIRE.

Jacob A. Brenner, Chairman of Republican Executive Committee, Alexander E. Robb, Chairman of Republican County Committee, Michael J. Dady, Executive Committee member and Commissioner of Elections, Robert A. Sharkey, Executive Committee member and Naval Officer of the Port of New York, Harry A. Hanbury, Executive Committee member and Representative.

Members of the Union League Club, James S. Richards, Henry Batterman, Dwight Church, Edward F. Linton, ex-Alderman Ruggles, Edward E. Hobbs, ex-Sheriff William J. Battine, Walter B. Atterbury, Col. E. E. Britton, R. Ross Appleton, Louis Beers, Norman S. Dike and others.

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THROUGH SEES MAN CRUSHED TO PULP.

TRUCK ROLLS OVER JAMES GORDON'S HEAD.

Accident Happens at South Ferry—Many Women Faint at the Spectacle.

Several hundred persons saw James Gordon killed at South Ferry today and many women fainted at the sight.

The ferryboat "Summit" had been fastened in her slip, and the passengers were hurrying off when Gordon started to drive from the boat. He was caught high up on a heavy two-horse truck. When the front wheels struck the floating bridge in the ferry slip there was a severe jolt and the driver was thrown from his seat. He fell almost beneath his horses, and before the horses could be stopped the front wheel of the truck passed over his head.

Gordon was forty-five years old and lived at No. 24 West 24th street, Brooklyn. He was employed by Hill Brothers, produce dealers, at Harrison and Washington streets.

While heading the police did not get to the scene until about five minutes after the accident. The body was found lying on the ground, and the driver was thrown from his seat. He fell almost beneath his horses, and before the horses could be stopped the front wheel of the truck passed over his head.

Before he became unconscious, Gordon was forty-five years old and lived at No. 24 West 24th street, Brooklyn. He was employed by Hill Brothers, produce dealers, at Harrison and Washington streets.

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DYING BOY'S PLEA FOR HIS MOTHER.

ASKS THAT SHE BE NOT ARRESTED FOR WOUNDING HIM.

"I Don't Want My Family Disgraced," He Urges, and Becomes Unconscious.

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